

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. PG: 71A-006

1. Name of Property (indicate preferred name)

historic Concrete Railroad Bridge
other Washington, Baltimore, & Annapolis Electric Railway Bridge (preferred)

2. Location

street and number West of Laurel Bowie Road, Spanning the Horsepen Branch of the Patuxent River — not for publication
city, town Bowie X vicinity
county Prince George's

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland-National Capital Park and Planning Commission, Robert M. Arciprete
street and number 6600 Kenilworth Avenue telephone
city, town Riverdale state MD zip code 20737-1314

4. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 9273 folio 220
city, town Upper Marlboro tax map 29 tax parcel 14 tax ID number 14 1658277

5. Primary Location of Additional Data

____ Contributing Resource in National Register District
____ Contributing Resource in Local Historic District
____ Determined Eligible for the National Register/Maryland Register
____ Determined Ineligible for the National Register/Maryland Register
____ Recorded by HABS/HAER
____ Historic Structure Report or Research Report at MHT
X Other: Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department

6. Classification

Category	Ownership	Current Function	Resource Count
____ district	<u>X</u> public	____ agriculture	Contributing
____ building(s)	____ private	____ landscape	Noncontributing
<u>X</u> structure	____ both	____ commerce/trade	____ buildings
____ site		____ defense	____ sites
____ object		____ domestic	____ structures
		____ education	____ objects
		____ funerary	____ Total
		____ government	
		____ health care	
		____ industry	
		____ recreation/culture	
		____ religion	
		____ social	
		____ transportation	
		____ work in progress	
		____ unknown	
		<u>X</u> vacant/not in use	
		____ other:	

Number of Contributing Resources previously listed in the Inventory
1

7. Description

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Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Washington, Baltimore & Annapolis Electric Railway Bridge, also known as the Concrete Railroad Bridge, is located to the west of Laurel Bowie Road (MD 197). The bridge was constructed in 1908 and is located under a pedestrian bridge that spans Laurel Bowie Road as part of the Washington, Baltimore & Annapolis Recreation Trail. The pedestrian bridge is located just north of Rustic Hill Drive. The Washington, Baltimore, & Annapolis Electric Railway Bridge spans the Horsepen Branch of the Patuxent River.

BRIDGE

The Washington, Baltimore & Annapolis Electric Railway Bridge is a single-span structure constructed in 1908 of poured reinforced concrete. The bridge rests on heavy concrete abutments, set at a 90 degree angle to the bridge, on the banks of the Horsepen Branch of the Patuxent River. The underside of the bridge and the side walls resting in the creek are deteriorated, with spalling and rust visible.

INTEGRITY

The Washington, Baltimore & Annapolis Electric Railway Bridge retains a low level of integrity. The bridge has lost its integrity of design, setting, association, and feeling because the railroad line has been abandoned for more than seventy years. The tracks have been dismantled, thereby erasing a significant element of a early twentieth century transportation system. The remaining portion of the structure sited over the Horsepen Branch of the Patuxent River retains a low level of integrity of materials, workmanship, and location.

8. Significance

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Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: <u>Local History</u>	

Specific dates	1908, 1935	Architect/Builder	Washington, Baltimore & Annapolis Electric Railway Company
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Construction dates	1908
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Evaluation for:

<input type="checkbox"/> National Register	<input type="checkbox"/> Maryland Register	<input type="checkbox"/> not evaluated
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Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

STATEMENT OF SIGNIFICANCE

The Washington, Baltimore & Annapolis Electric Railway Bridge, also known as the Concrete Railroad Bridge, retains a low level of integrity. The bridge is one of the few remnants of the Washington, Baltimore & Annapolis Electric Railway which abandoned the bridge when the Railway closed in 1935. The tracks have been removed from the bridge and the structure retains a low integrity to convey its significance as a component of an early-twentieth-century transportation system that furthered the development of Prince George's County.

HISTORIC CONTEXT

The Washington, Baltimore & Annapolis Electric Railway Bridge is located north of downtown Bowie, Maryland. Bowie, or Huntington City as it was originally known, was a railroad town platted in 1870. The town was located at the junction of the Baltimore & Potomac Railroad and its spur line that went to Washington, D.C.¹ The Bridge is located along the Washington, Baltimore and Annapolis Electric Railway right-of-way. The railway was started in 1908 and ran from the eastern corner of Washington, D.C. through Prince George's County and into Anne Arundel County where the line split to provide access northward to Baltimore and eastward to Annapolis.² Twelve miles of this high-speed electric line ran through Prince George's County.³

The Washington, Baltimore and Annapolis Electric Railway opened on February 7, 1908, between Washington, D.C. and Annapolis. Service to Baltimore began on March 25, 1908. Railroad service reached its peak during World War I when Camp George G. Meade was opened in Odenton, Maryland. Stops in Prince George's County were located in Seat Pleasant, Dodge Park, Glenarden, McCarthy, Ardmore, Cherry Grove, Buena

¹ Maryland-National Capital Park and Planning Commission and Prince George's County Planning Department, *Historic Sites and Districts Plan* (1992), B-22.

² Susan G. Pearl, "Concrete Railroad Bridge," (PG: 71A-006) Maryland Historical Trust State Historic Sites Inventory Form (1985), 8:1.

³ Maryland-National Capital Parks and Planning Commission, Planning Department, "The Washington, Baltimore and Annapolis Electric Railway," *Historic Contexts in Prince George's County* (1991), 46.

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Vista, Lincoln, Randle, Bell Station, Hillmeade, Highbridge, Lloyd and Bowie. Operations along the railroad line were abandoned on August 20, 1935, and the tracks dismantled soon after, although the concrete bridge structure was left intact.⁴

The southwestern six miles of the railroad right-of-way became Maryland Route 704. Until recently, the northeast six miles hosted power lines. The Washington, Baltimore & Annapolis Recreation Trail (WB&A) was opened in Prince George's County in November of 2000. The 5.6-mile trail runs along the northeastern section of the WB&A's right-of-way. The ten-foot-wide paved path runs from Maryland Route 450 in Glenn Dale to Race Track Road in Bowie. The trail will soon be extended across the Patuxent River into Anne Arundel County.⁵ The pedestrian bridge that crosses over the Washington, Baltimore, & Annapolis Electric Railway Bridge is part of this recreation trail.

⁴ Washington, D.C. Chapter of the National Railway Historical Society, "Railroad History Timeline," http://www.dcnrhs.org/dc_rail_history.htm, (accessed on November 5, 2007).

⁵ M-NCPPC Department of Parks & Recreation, "Washington, Baltimore & Annapolis Recreation Trail," <http://www.pgpc.com/places/parks/wba.html>, (accessed November 5, 2007).

9. Major Bibliographical References

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Pearl, Susan G. "Concrete Railroad Bridge." (PG: 71A-006) Maryland Historical Trust State Historic Sites Inventory Form, 1985.
M-NCPPC Department of Parks & Recreation. "Washington, Baltimore & Annapolis Recreation Trail."

<http://www.pg parks.com/places/parks/wba.html>.

Maryland-National Capital Park and Planning Commission and Prince George's County Planning Department, *Historic Sites and Districts Plan*, 1992.

Maryland-National Capital Parks and Planning Commission, Planning Department. "The Washington, Baltimore and Annapolis Electric Railway." *Historic Contexts in Prince George's County*, 1991.

Washington, D.C. Chapter of the National Railway Historical Society. "Railroad History Timeline."
http://www.dcnrhs.org/dc_rail_history.htm.

10. Geographical Data

Acreage of surveyed property 15.2

Acreage of historical setting 15.2

Quadrangle name Laurel

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Washington, Baltimore & Annapolis Electric Railway Bridge is sited on a 15.2-acre parcel that was historically the Washington, Baltimore, & Annapolis Electric Railway right-of-way. The bridge is sited west of Laurel Bowie Road (MD 197) and has been associated with Parcel 14 as noted on Tax Map 29 since its construction.

11. Form Prepared by

name/title	Saleh Van Erem, Architectural Historian		
organization	EHT Tracerics, Incorporated	date	January 2008
street & number	1121 Fifth Street, NW	telephone	202.393.1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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CHAIN OF TITLE
PRINCE GEORGE'S COUNTY LAND RECORDS

Deed NLP 5258:62
April 1, 1976

Consolidated Rail Corporation to National Railroad Passenger Corporation.

Quitclaim Deed
VJ 9273:220
December 14, 1993

National Railroad Passenger Corporation (Amtrak) to the Maryland-
National Capital Park and Planning Commission.

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Photo: Washington, Baltimore & Annapolis Electric Railway Bridge, looking north. (November 2007)

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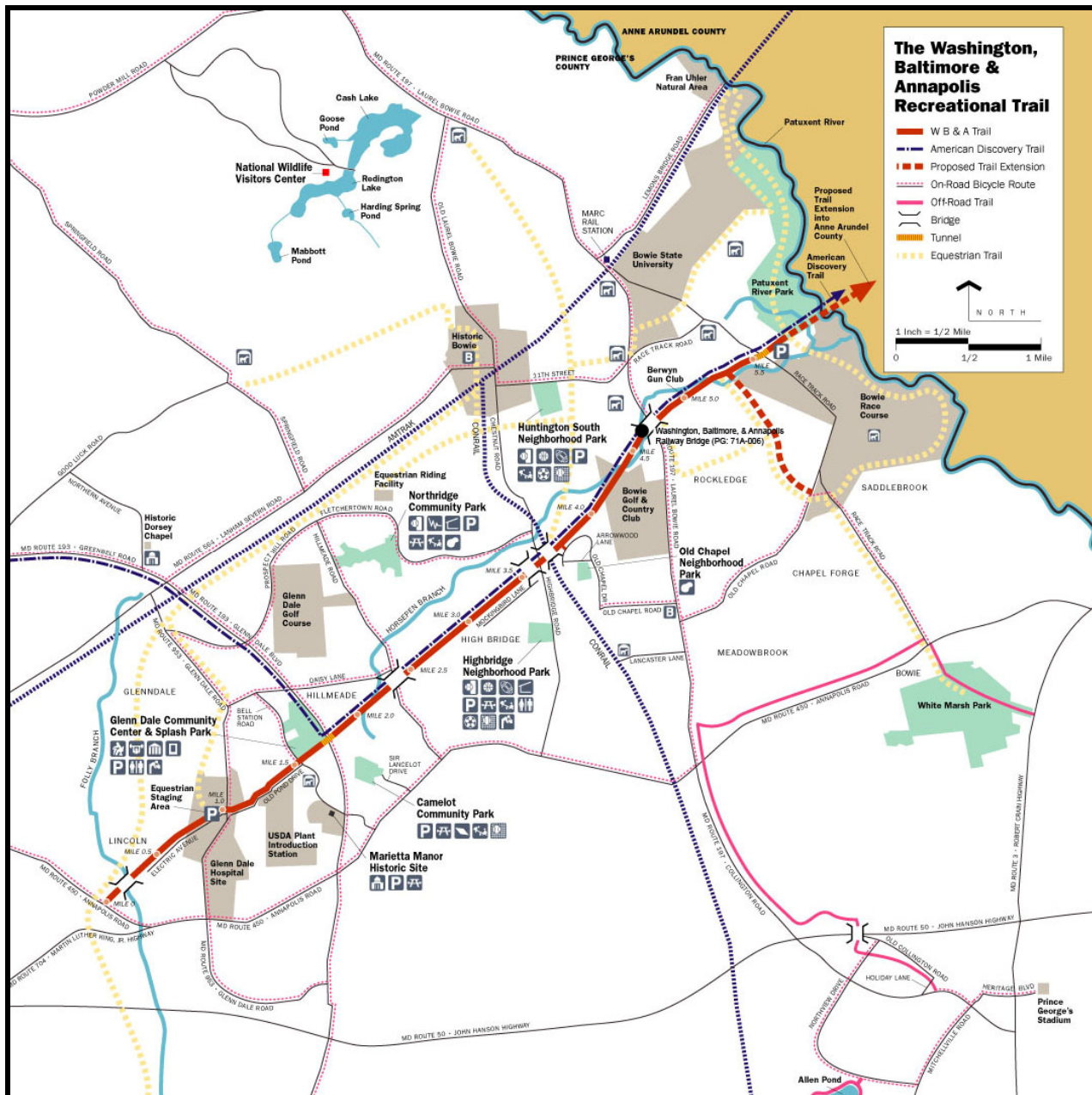
Photo: Washington, Baltimore & Annapolis Electric Railway Bridge, view of top of the bridge from under the recreation trail pedestrian bridge, looking east. (November 2007)

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Map: The Washington, Baltimore & Annapolis Recreational Trail Map. (2000, courtesy of MNCPPC Department of Parks & Recreation)